

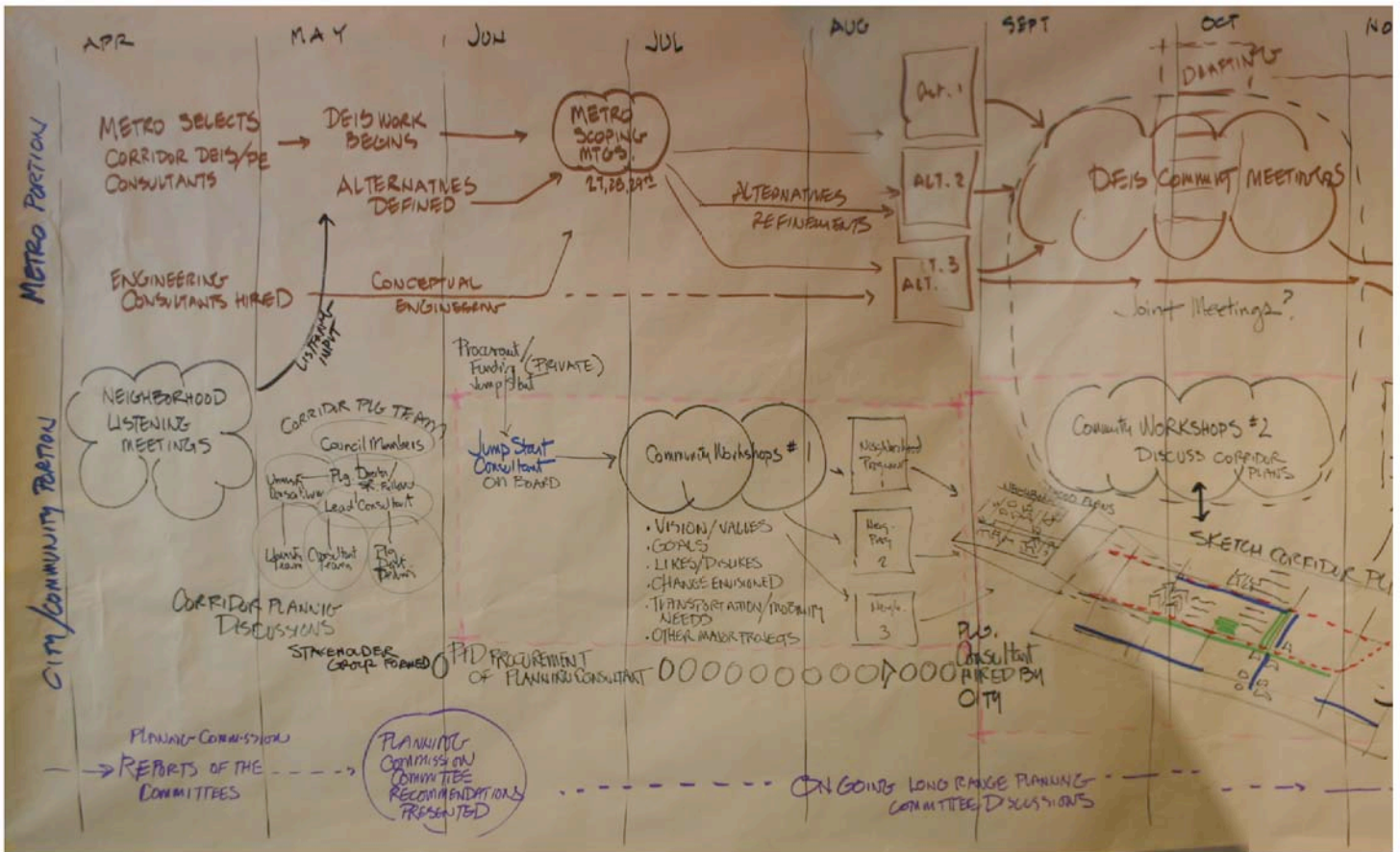
APPENDICES

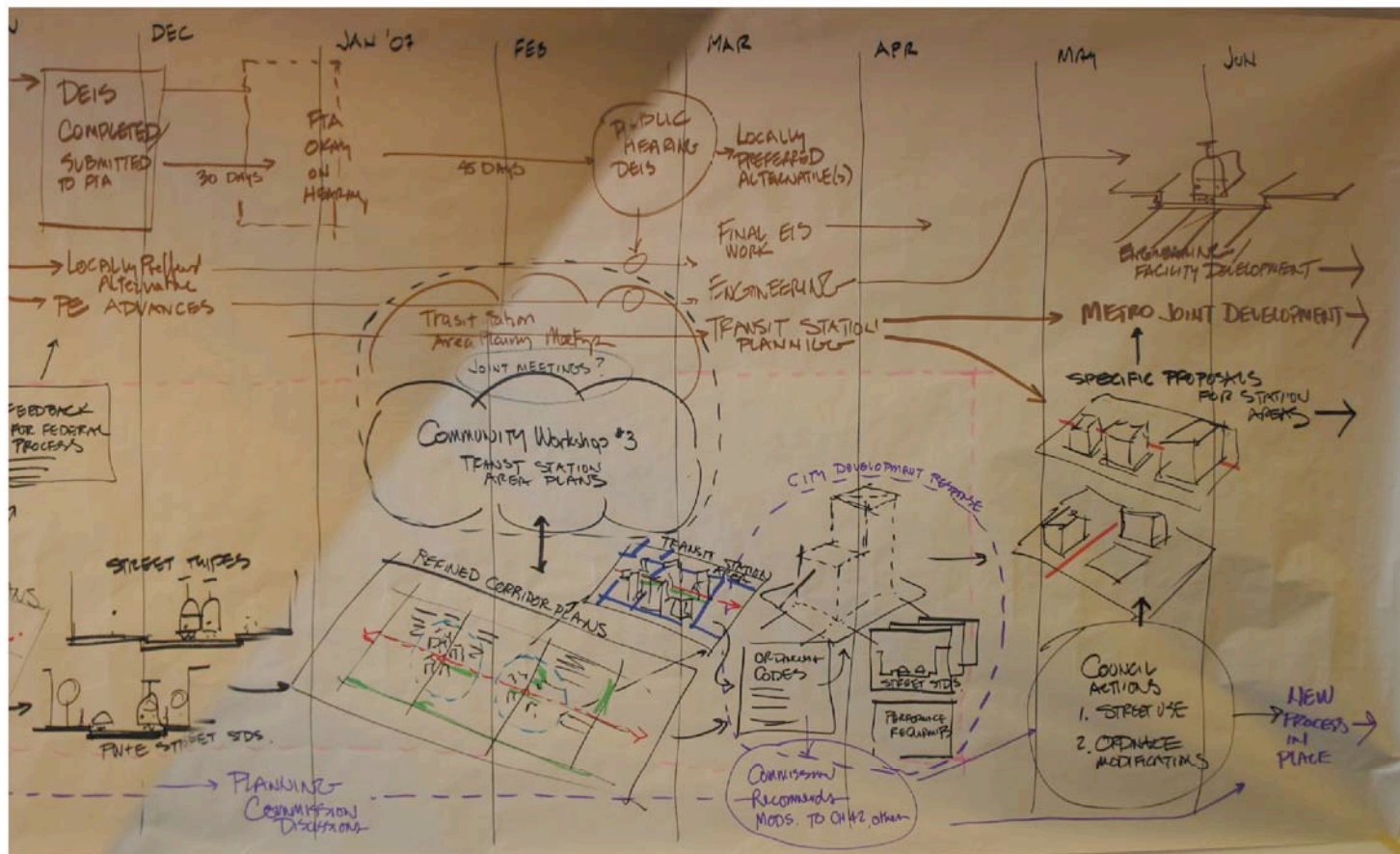
V. *a p p e n d i c e s*

1. Overall process flow chart
2. Citiventure powerpoint presentation August 26, 2006
3. Workshop instructions
4. 'Place types' handout
5. Photos of workshop maps by table
6. Typed copies of workshop flip charts by table
7. End-of-session Report Back notes
8. Steering Committee members list



I. Overall process flow chart





August 26, 2006 Community Workshop Presentation

Presented by: Citiventure

Building Successful Communities: Houston's Opportunity



Marilee Utter, CRE
Citiventure Associates

Tim Van Meter
Van Meter
Williams
Pollack
LLP
August 2006

It is difficult to design a space that will not attract people. What is remarkable is how often this has been achieved.

--William H. Whyte

Return to Community



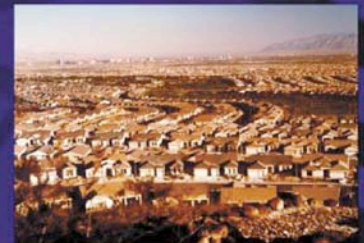
- Americans desperately want to belong to a community--a "village"
- Pre WWII: Ethnic villages and communities the norm

Loss of Village...

• Then



• Now



We shape our buildings, and afterwards, our buildings shape us.

--Winston Churchill

The Price of Village

- Today: people pay a premium to drive and park--ONCE
- Villages are among the world's highest priced real estate
- Problem: villages are too rare, too precious, and too expensive!



The Opportunity: Placemaking

- Pedestrian orientation
- Compact development
- Mix of uses
- Civic uses
- Transit
- Urban or suburban
- New or redevelopment
- Transformation



America is undergoing some profound changes...

Changing Demographics of Metro Areas

- Married couples with kids no longer dominant
- Empty nesters on the rise
- Single person households want "urbanity"
- The rise of the "Creative Class"



Married Couples with Children No Longer Dominant



27% of households in 1990, now only 22%

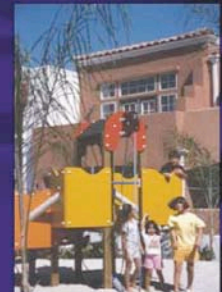
Empty Nesters: The Effect of Aging Baby Boomers on the U.S. Population



- By 2020, Americans over 55 will double from 35 to 70 million
- Older households without children strongly prefer more "urban" housing, with proximity to public transportation

The New Face of the American Family

- The average Hispanic household is 3.5 persons, average white household 2.5 persons
- Extended family living is desired. Age-in-place housing.
- Transit is a part of a way of life.



Everything is a drive away....

Suburban moms spend 17 full days a year behind the wheel—more than the average parent spends dressing, bathing and feeding a child.

--Surface Transportation Policy Project



Rising Transportation Costs—in Money and Time

Skyrocketing gasoline prices

Longer travel distances

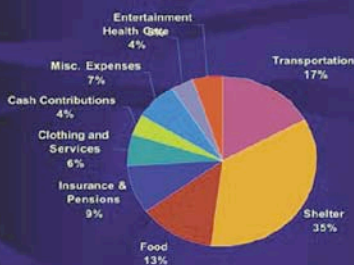
Greater commute time

Unpredictability of congestion

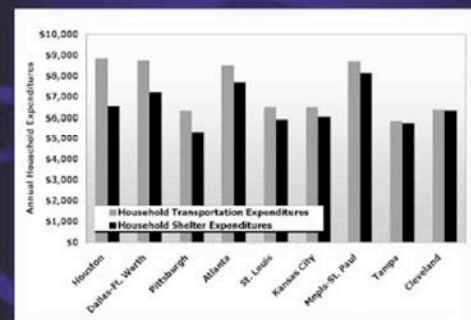


Transportation is the Highest Household Cost after Housing

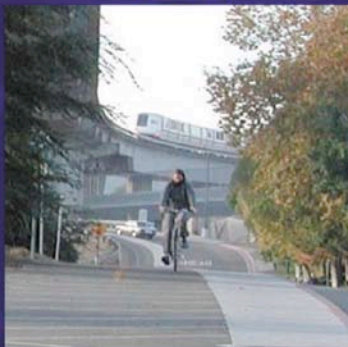
Typical American Household Budget



Cities Spending *More* on Transportation than Shelter



Only 60% of Americans drive cars...



Transit “Building Boom”

- Rail new “darling” of transit—changing perception and ridership
- Heavy demand for rail/trolley/streetcar/bus rapid transit in new regions
- Expansion of existing systems



Focus on Health/Prevention

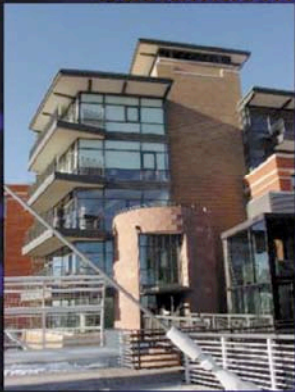


Profound Technology



- 24/7 connectedness
- "Speed of light" transactions
- Global marketplace
- Multi-tasking
- "Post-Geographic" employees with no permanent office
 - 15% now; 40% by 2012
- Generation Gap

Sustainability and Design



- Attention to global warming, reduction of greenhouse emissions
- Sensitivity to limited resources
- Value for green buildings
- Rise of the celebrity architect

Urban Reinvestment

- 75% of downtowns surveyed gained population in 1990's (Sohmer/ Lang 2002)
- New investment in housing, retail in downtowns and older suburbs



"Anything Anytime/ Have it my way"



Economic Polarization



Intense Competition Among Cities



Grand Central Station, NYC



The Embarcadero, San Francisco

Intense Competition Among Cities



Suburbs
Market Commons
Arlington County, Virginia



Inner City
Pittsburgh, PA

Changing Real Estate Markets

Priority investments:

- 24 hour cities
- mixed-use
- access to transit

(Price Waterhouse
Coopers, *Emerging
Trends in Real
Estate 2003*)



Changing Markets



- 30+% of housing demand for denser, walkable, mixed-use communities
- <2% of new housing starts in this category

Investment Outlook 2005-2010

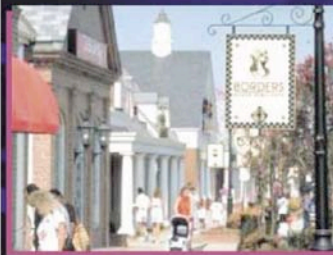
• OUT

- Greenfields
- Suburban office campuses
- Subdivisions without town centers
- "Drive 'til you qualify"
- Big lot housing

• IN

- Brownfields
- Greyfields
- Grey Boxes
- Transit Oriented Districts (TOD)
- Mixed-income housing
- Suburban mixed-use
- Green development

Trends in Retail



- Free Standing/Big Box
- Enclosed/Regional Malls
- Grocery-anchored strips
- Lifestyle Centers
- Main Street/Town Square/"Places"

Trends in Office



- Prime locations
- Lively places
- Cool spaces
- Size flexibility
- Shorter lease terms
- Office condos

Trends in Residential



- Higher prices
- Smaller spaces
- High-amenity design
- Low maintenance living
- Central location
- "Flex" space
- Age in place

Important Other Uses



- Business incubators, office, research
- Medical centers
- Senior citizen complexes
- Governmental offices
- Civic facilities
- Colleges, multi-university centers, schools

The Case for Mixed Use



- Highest land values
- Most efficient use of land
- Long term economic sustainability for City
- Strengthens civic identity
- Opportunity for new housing types
- No-drive option

Transit Oriented Districts

- Walkable, compact, mixed-use districts around transit stations
- 1/4 mile, 360 degree ring
- Desirable destinations on the line
- Provide choices
- Economic recapture



What's in a Name?

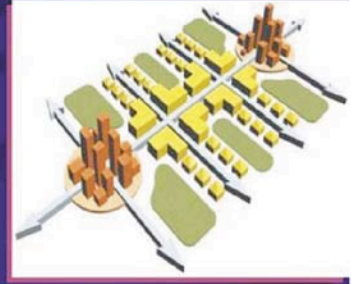
- *Transit-Oriented Development (TOD)*
- *Transit-Oriented District*
- *Development Around Transit (DAT)*
- *Transit Village*
- *Transit-Ready Development*



TOD: An organizing principle to do what we should be doing anyway--creating great *people* places

TOD's work best where...

- Congestion is perceived as bad
- Transit system is extensive, affordable, convenient
- Housing prices are rising
- Driving costs are high
- TOD is part of a desirable "district"



TOD: What Works Today

- Best TOD uses:
 - Townhouse/Multifamily Housing (rental or condo, affordable or premium, senior)
 - Offices (high employee count)
 - Civic Buildings (libraries, schools, postal)
 - Entertainment (cinemas, theaters, arenas)
 - Service Retail (cleaners, child care, banks)

TOD: What Works Today

- Minimum for a "TOD village": 5+ acres
- As many uses as possible in a 360 degree, 1/2 mile development ring
- Key elements of TOD zoning:
 - Mixed use horizontally and/or vertically
 - Reduced and shared parking
 - Increased densities
 - Strong ped and bike connections
 - Strict design guidelines

Every transit village is unique, and reflects its market...

Urban Downtown



Grand Central Station, NYC



The Embarcadero, San Francisco

Urban Neighborhood



Mockingbird Station, Dallas, TX

Suburban Town Center



Market Commons, Arlington, VA

Streetcar Suburb



The Crossings, Mountain View, CA

Neighborhood Transit Zone



Pittsburgh, PA

Commuter Town Center



Plano, TX

Neighborhood Type

Urban Downtown	>60 du/acre
Suburban Town Center	>50 du/acre
Urban Neighborhood	>20 du/acre
Suburban Neighborhood	>12 du/acre
Commuter Town Center	
Neighborhood Transit Zone	>7 du/acre

TOD: Here to stay because of the broad benefits...

TOD and Federal Transit Administration

- Inundated with transit requests--strategy to allocate and leverage scarce dollars
- Land use and TOD now a critical "New Starts" criteria



TOD and Regional Governance



- Provides a regional growth strategy
- Allocates and leverages scarce funding
- Ties land use to transportation
- Shapes urban form
- Addresses air quality, open space issues

TOD and Transit Agency



- Raises ridership
 - Residents 5X more likely
 - Workers 3X more likely
 - Off-peak demand
- Potential for profits/new funding source
- Popular, visible new product line

TOD and Local Community



- Identity/landmark "places"
- Community amenities (open space, plazas, public art, civic buildings, etc.)
- Reduces local infrastructure costs by 25%

TOD and Local Community

- Site for infill growth, additional housing
- Protects existing neighborhoods
- Powerful economic development generator



TOD and Economic Activity: Arlington County Before and After 30% revenue from 7% of the land



TOD and Economic Activity

- DALLAS: LRT @\$800 M—
\$3.7B in economic activity
(Source: Univ. of No. Texas)
 - PITTSBURGH BUSWAY:
54 development projects valued at \$302 million
(Source: Port Authority of Allegheny County)
 - PORTLAND: MAX
\$2.4B in new development value; Downtown Streetcar @\$1.6 B
(Source: Tri-Met, Portland)
- OVERALL:
EXPECT 3-5X
"SPIN-OFF"
PRIVATE
INVESTMENT**

TOD and Property Values

- Washington DC:
+\$2-4/SF commercial rents
- Portland, OR:
– +10% rent premiums
- Dallas, TX:
– + 39% for residential, +53% for office
- Santa Clara, CA:
– +45% for residential, +23% for commercial

TOD and Property Values



*Over time,
TOD's are the
most valuable
properties in the
metro area,
averaging a
premium of
15-20%.*

TOD and Workforce Housing

- Mixed-use offers local services, amenities without driving
- Transit extends access to jobs
- Reduced dependence on cars—cheaper!
- Onset of "Location Efficient Mortgages"



TOD and Consumers



- Creates "hip" new neighborhoods
- Offers alternative housing types at suburban sites
- Makes transit more convenient
- Reduces need for car
- Opportunity for more affordable housing/lifestyle

But getting the right development
isn't as easy as it looks....

TOD Implementation

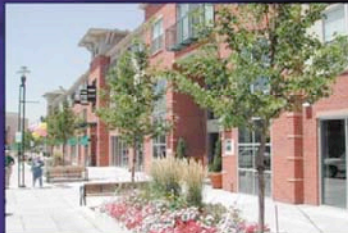


Short Analysis:

- Market
- Land
- Leadership

Common Public Sector Mistakes

- Not helping with land assembly
- Requiring retail on every street
- Requiring all vertical mixed-use
- Not understanding density
- Requiring too much parking



Common Public Sector Mistakes

- Investing in the wrong developer
- Expecting the developer to determine the use
- Not prioritizing the pedestrian FAR into the neighborhoods
- Not insisting on great design and materials



Development Champions

- Role of the Public Sector
 - Work with community to set long term vision
 - Identify priority development areas
 - Implement meaningful entitlements/incentives
 - Regulate design over use
- Role of the Private Sector
 - Bring capital and expertise to implement vision
 - Make reasonable profit in short term

Development Champions

- Role of the Not For Profit Sector
 - Call the question
 - Convene the players
 - Initiate thoughtful planning
 - Educate the community
 - Insist on good design
 - Advocate for good projects
 - Support elected officials

Words to Live By...

Doug Porter



- Choices
- Connections
- Collaborations

LET'S GO !!



Marilee Utter, CRE

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Creating Great Neighborhoods



Great Diverse Residential Areas



Great Public Spaces



Great Streets



Great Street Transitions



Transect: Urban to Rural Transitions



Natural
Rural
Suburban
Urban
Urban Center
Urban Core



Street as Utility



- Auto Dominated
- Mono Culture of Land Uses
- Pedestrian Intolerant
- Anywhere USA

Street Transformation



- Street Front Buildings
- Mix of Uses
- Pedestrians

Street Design



- Pedestrian Sidewalks
- Street Landscaping
- Street Furniture

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Street as Place



- Activity
- Bicycling
- People Place

Street as Utility



- Auto Dominated
- Monoculture of Land Uses
- Pedestrian Intolerant
- Anywhere USA

Street Transformation



- Pedestrian Sidewalks
- Street Landscaping
- Street Furniture
- Street Medium

Street Design



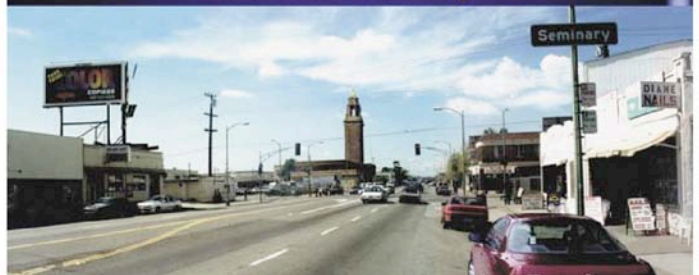
- Street Front Buildings
- Mix of Uses

Street as Place



- Pedestrians
- Activity
- People Place
- Convenient Parking

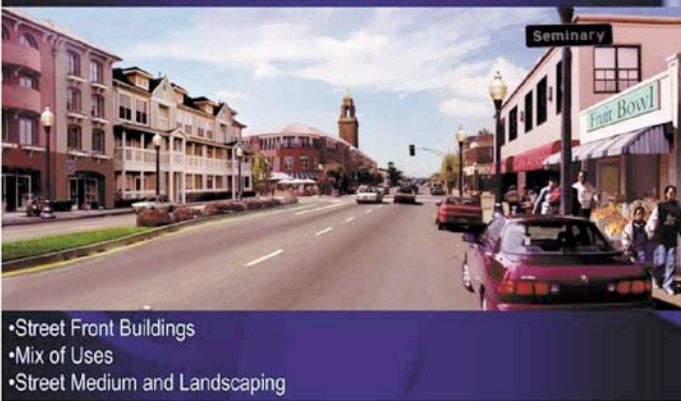
Street as Utility



- Auto Dominated
- Monoculture of Land Uses
- Anywhere USA

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Street Transformation



Street as Place



August 26, 2006 Community Workshop

Volunteer Instructions











- 8:00** **Arrive, Sign-in, and get familiar with map and materials**
- 9:00** **Presentation Program**
- 10:25– 10:30** **Task 1: Getting Started**
(Participants place dots on map)
- Where do you live?
 - Where do you work? Where do you go to school?
- 10:30- 11:00** **Task 2: Existing Conditions (Discuss and Map)**
- Treasures
 - Problems
 - Places/ Activity Centers
 - Landmarks
 - Connections:
 - Pedestrian Where do you walk? Where is walkable?
 - Bicycle Where do you bike?
 - Transit Where do you use transit?
 - Car
- 11:00- 11:30** **Task 3: Growth** *Reminding that growth is likely to come to all areas of the city.
- Areas of Change: where would you like to see growth occur?
 - Areas of Stability: what would you like to see remain as is?
- 11:30- 11:50** **Task 4: Place Types**
In the areas defined as “Areas of Change” indicate the Place Type you would like to see in the given area, including but not limited to:
- Major Urban Center
 - Urban Center
 - Neighborhood
 - Retail Street
 - Campus/ Special Events Center
- 11:50- 12:00** **Task 5: Last Thoughts**
- Facilitator requests a volunteer to report
- 12:00- 12:15** **Break/ Grab Lunches**
- 12:15- 1:15** **Report Back** (2 Minutes per Group)
- Highlights/ Growth and Stability Areas

Logistics

1. Friday Afternoon Setup & Orientation
2. Volunteer Packet pick up and map/ materials orientation
3. Corridor assignments in packet
4. Comment Cards made available at tables
5. Recorders: Put Map# and Group# on every sheet
6. Recorders: Assemble all materials and map at end of workshop & turn in to Volunteer sign in table
7. Designers: write clearly and use Notation system & color codes.

Place Types

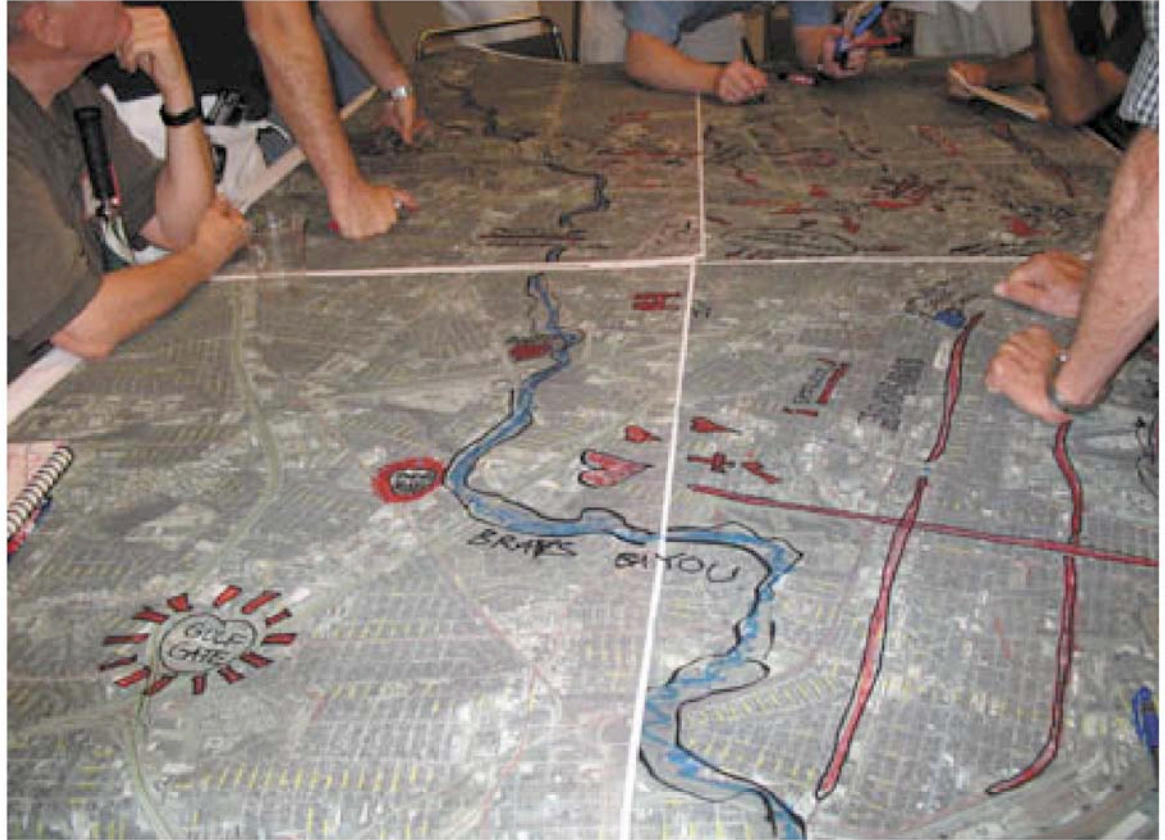
Places	Activity Mix	Housing Types	Commercial Employment Types
Major Urban Center	Office Residential Retail Entertainment Civic Uses	Multi-Family/Loft	Employment Emphasis, with more than 250,000 sf office and 50,000 sf retail
Urban Center	Residential Retail Office	Multi-Family/ Townhome	Limited Office. Less than 250,000 sf office. More than 50,000 sf retail
Neighborhood	Residential/ Neighborhood Retail	Multi-Family/ Townhome/ Small Lot Single Family	Local-Serving Retail. No more than 50,000 sf
Retail Street	Residential/ Neighborhood Retail	Small Lot Single Family	Main Street Retail Infill
Campus/ Special Events Center	University/ Campus Sports Facilities	Limited Multi-Family	Limited Office/Retail

Proposed Scale	Connectivity	Local Examples	Color Code	Examples
5 Stories and above	Intermodal Facility/ Transit Hub. Major Regional Destination with quality feeder and circulator connections	Downtown Galleria District Medical Center		
3 Stories and above	Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service	Areas of Montrose/ Museum District Allen Parkway		
1-5 Stories	Walk up station. Very Small Park and Ride, if any. Local and express bus service.	Mid-Town West University Magnolia Park Montrose		
1-4 Stories	Bus or streetcar corridors. Feeder transit service. Walk up stops. No parking.	Rice Village 19th Street (Heights) Highland Village		
Varies	Large Commuter Destination	Rice University U of H TSU Reliant Park		

Sample August 26, 2006 Workshop maps



Sample August 26, 2006 Workshop maps



Sample August 26, 2006 Workshop maps



Sample August 26, 2006 Workshop maps



Sample August 26, 2006 Workshop maps



Sample August 26, 2006 Workshop maps



August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table: A1

- Galleria – “I can walk there”

Areas of Change

- Hempstead Highway needs TONS of landscaping and some light industrial and commercial development.
- Long Point needs widening, curb, appeal, retail, and landscaping
- Connection needed: Long Point to Beltway 8
- Connection needed: extend Hollister north from Clay to Old Hempstead
- Local connectivity needed for midrise redevelopment/improvements taking place Westbury Square (off map) needs redevelopment
- Green space: use demolished Hilton Apartments near Landrun Middle School for parks.
- Single Family Residential should not be developed for other uses

Task 5: Last thoughts

- No widening of residential streets in neighborhoods
- Need to build local community through communication!

Report Back: 3 Points

- No widening of streets in single-family neighborhoods

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: A2

- Old existing trees
- Park potential
- Trees in median at Richmond
- High crime?
- Parking Problems
- Poor Lighting
- Nuisance Establishments
- Richmond Entertainment Strip (Traffic Crime Problems)
- Westheimer/Mens club facilities/these operated OK/others questionable
- ZONE D'EROTICA near Galleria/Big Issue
- Parking in redevelopment/not enough and probably not well located/not enough for village/retail (concepts)
- Commercial/Infill to neighborhoods/near Timbergrove
- Overly congested parking in redevelopment residential areas inner loop
- Heights/supertight street grid COULD support residential (re) growth
- Maintain "utility functionality" (services) in infill in redevelopment
- Residential redevelopment is VERY underserved with retail, etc.
- need more (groceries)
- Still need "Best Buy" type facilities
- Need INDUSTRY in City to support; not just residential (as current trend)
- LONGPOINT/now commercial/but would support transitional growth ie mixed use redevelopment/out to Gessner
- Where we get redevelopment, get mixed use!
- Huge redevelopment Issue: DETENTION
- HARWIN high crime perception but shopping opportunities/unique retail
- High density but no supporting consumer/retail facilities
- Too much the same now; move to more of a town center concept but
- Property ownership is diverse (different goals)
- So hard to redevelop (short term)
- Needs (major) shopping (lost K-Mart)
- Don't redevelop to point of removing/eliminating (affordable) Housing
- This area has lots of Industrial; not offered as (place type) choice but needed
- More campuses or special event places?
- New neighborhood centers desirable at every block; but hard to do
- needs to include more employment/industrial
- Maybe retail street
- Goal: get greater employment out of 290 corridor
- Mixed use at end of Post Oak?
- Need concentration
- Characteristics are distinct
- Not enough ownership
- Large multi-family areas
- Broken up to more neighborhoods/ownership mixed in
- City within city
- If we had another 2 _ million people...

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

- Affordable housing! Keep component
- Way too big to make it one neighborhood
- Moore Street: people are there (opportunity for infill street concentration)
- Versus (opposite) heights; can increase density there
- St. Arnold Brewery: "new" treasure (not old)

- International cities have statues; gathering places; **make it a "Destination"**
 - 1) Keep treasures
 - 2) (Have) weekend (destination) sites, structural changes
 - 3) Galleria: symbol of Houston; why visit/make it better/
better sidewalks, drinking (fountains)
- MARTHA: Concern for **(my) neighborhood**
 - 1) expenses for paying for periphery development in Houston – issue
 - 2) Like to see change/vision
(poor air quality is an expense; like to see good mass transit system)
- JOE: Focus on built urban corridors and make more **pedestrian friendly**
 - 1) Mode shift to make pedestrian friendly
 - 2) Necessary to transition
- SALLY: Pedestrian
 - 1) Create **more neighborhood centers**
 - 2) (Have) shopping, educational (options) and amenities
- KENT: Don't lose ground
 - 1) **Be proactive; ID change up front**
 - 2) Stop reacting/fixing
 - 3) Diversity/encourage community groups, management districts, etc.
 - 4) Area this size/hard to prioritize and ID/
Adds fuel for more comprehensive planning
 - 5) We are not ready for 2 _ more million people!
Areas deteriorating; losing value
- **FLOODING**, Trees
 - 1) Detention/Retention upstream
 - 2) But within city/small facilities/especially (need) with redevelopment
 - 3) Can we buy detention? (only within _ mile; in watershed)
 - 4) Mitigating out (in) northwest (areas) does not resolve
 - 5) TREES: In parking etc is good but can pay City \$125 and not (have to) plant
- BILL: **Air Quality/Non Attainment** (Be cognizant of impacts.)
- reiterate Air Quality/Traffic
 - 1) Lucky to have enormous rains; **drinking water**
 - 2) Other cities will suffer (from lack of drinking water)
 - 3) We'll grow
 - 5) Addresses air quality issues

Votes per category:

- Concern for my neighborhood (3 votes)
- Pedestrian friendly (5 votes)
- More neighborhood centers (6 votes)

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Report Back: 3 Points (Joe asked to present)

- More neighborhood centers
- Bike/pedestrian friendly corridors
- Mitigate environmental impacts of growth (quality environmental; bikes, pedestrian friendly)

August 26, 2006 Community Workshop

Table Workgroup - Typed Notes from flip charts

Table No: A3

- Streetscape (ex. Post Oak, Richmond, Tanglewood), trees, esplanades, landscape
- Bayous (Buffalo, White Oak, Brays) - hike/bike trails and open space along them
- Any city park in the corridor
- Diverse population – multi-cultural corridors
- Retail along Harwin.
- Open space along utility corridor between Brays Bayou and Holcombe
 - Unsightly – lack of trees
 - Shortage of Parks
 - Need a community center
- *Suggestion for sidewalk* – Border/barrier along sidewalk to define walkway
- Noise from freeways – spills over into residential neighborhoods, can be heard from far away
- Traffic Congestion – 610 especially

Changes

- ripe for mixed use redevelopment, although Delmar Stadium is much used and should be preserved
- mixed use area, could handle more growth
- – want to see more development and growth directed to these areas instead of residential areas
- more retail development would be good
- Massive re-landscaping and more landscaping
- COH give more support to neighborhood deed restrictions (protect)
- improve, needs more amenities for residents, such as community center
- Voice for apartment dwellers
- Connect Buffalo Bayou bike trails on east and west
- improvements/enhancements
- lots of change/growth already taking place.
- Braes Bayou Hike and Bike Trail

Note: Preserve multi-cultural flavor of the corridor/area

- Preserving neighborhoods
 - Enforced deed restrictions
- Parking in front of business
 - Discourage
- Protect neighborhoods in area as development occurs

Report Back Easel Notes:

- Connect smaller outlying centers

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: A4

- Problems
 - need to have more rail to trail conversions and improve/modify existing trails
 - greener
 - population growth
 - city wants Houston to be like NY, particularly in terms of having ordinances in place that encourage density
 - brownfield remediation
 - development without reforestation
 - lost lakes to development
 - a need exists for traffic studies to be completed before a school is built
 - air quality, especially pollution along I-10 resulting from traffic congestion
 - parking ordinances undermine the lack of parking for businesses
 - hanging power lines all over city
 - above ground utilities
 - billboards and commercial signage, especially those advertising alcoholic beverages)
 - externalities, such as noise pollution
 - we don't have a commuter rail to connect urban and suburban activity centers
 - legible addresses for properties and businesses
 - need to preserve village character
 - city ordinances do not address sidewalk requirements, especially for new development
 - ordinance enforcement
 - add trees to streets to make them more pedestrian-friendly
 - walk to city institutions, such as libraries (e.g., Heights Library)
 - don't just streetscape, but also implement a follow-up program for streetscape improvements
 - bring bayous back
 - too many impervious surfaces or areas with concrete
- Areas of Stability
 - Neighborhoods as town centers
 - Multiple business centers
- Areas of Change
 - Better service-oriented neighborhoods with mixed-uses
 - More parks, less high-rises
 - Less teardowns
 - Better scale (do not allow too many high-rises)
 - Quality, sustainable high-density development
 - Less apt. complexes
 - Balance in density along transit corridors
 - Abandoned businesses replaced with new ones
 - Increase home ownership in Sharpstown, thereby reducing apartment rentership (i.e., apartment renters become townhome owners)

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

- Create affordable mid-rises along 290 (Northwest Area) to increase homeownership
- Create access to health care facilities in newly developed areas and/or subdivisions
- Opportunity exists to create affordable housing in Sharpstown
- Do not increase density because it damages “village” character of Houston villages
- preserve as Neighborhood
- Vacant Parking lots/big boxes should be redeveloped
- More parks
- Turn blighted, decaying commercial areas
- Flooding is a key element that should be considered in all types of planning efforts
- it is very important to consider the traffic impact of new development
- parking should be expensive
- less strip centers, more mixed-use developments
- realistic transit analysis of what works versus what doesn't
- there should be no public-funded corporate incentives to build along transit corridors
- Signage on Budweiser building at I-10/Washington is offensive and sends a negative message about Houston
- Billboards are not an overriding problem. Noise and air pollution cannot be avoided if roads are expanded;
- Many ROW green spaces have the potential to be developed into urban gardens and orchards (i.e., I-10)

Report Back: 3 Points

- Create more parks and green spaces to reduce the impact of impervious surfaces, through incentives and regulations
- Promote the village concept w/ “Main Streets” and Neighborhood/Retail Place Types

August 26, 2006 Community Workshop

Table Workgroup - Typed Notes from flip charts

Table No: B-1

- Treasured Buildings (purple heart) – unique architecture
- Old Trees (drawn as green bubbles/tree tops)
- Flooding (blue X)
- Crime (yellow X)

- Campus/Special events center (blue stripes)
 1. Theater District
 2. George R. Brown Convention Center / Minute Maid Park / Toyota Center
 3. Houston Community College – central campus
 4. Texas Southern University
 5. University of Houston
 6. Memorial Park
 7. Reliant Center
 8. Rice University
 9. University of St. Thomas
 10. Texas Medical Center
 11. Hermann Park
 12. Hermann Zoo
 13. Museum District
 14. West University ballfield / City Hall

- Bike and Pedestrian (yellow stripes)
 1. Memorial Park
 2. Buffalo Bayou
 3. Allen Parkway
 4. Braes Bayou
 5. Heights Blvd.
 6. White Oak / Houston Ave.

Task 5: Last thoughts

Report Back: 3 Points

- Embrace infill and change
- Maintain unique character
- Places that want to stay the same face challenges and conflict
- BIKES

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: B2

Number of Participants: 8

neighborhood (needs revitalization).

lack of amenities/infrastructure)

Access to Bayous, (Dying Mall), Parks (not enough green space, too small, wrong amenities, poorly managed in design)

Flooding along sections of I 45 North and South

- Parks, Trees, Railroads and Streets (utilize these amenities to assist in preservation and creation of neighborhood character).
- neighborhood character and revitalization.
- All parks and bayous are an attraction and should be preserved. Neighborhoods should be built up and improved around these amenities.
- Neighborhoods and community should do more to increase mixed use in primarily residential neighborhoods. Encourage mixed use development.
- all stable areas experiencing growth.
- Do more to increase and improve development in all Wards. has pretty much been gentrified, so save the other Wards.
- Use rail as a catalyst, do not destroy neighborhood character.

Task 5: Last thoughts

- Preserve Landmarks, Historic neighborhoods and character
- Great neighborhoods, no gentrification wanted
- Concentrate on Flooding Issues
- Environment & landscaping maximizing native plants.
- Economic Diversity (mixed use development)
- More green spaces with native plants

Report Back: 3 Points

- Preserve history, landmarks
- Don't concrete over us (Note to TXDOT)
- Control gentrification
- How we develop infrastructure
- Use native plants and green space, usable spaces

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: B3

- (historical homes)
- Super Neighborhoods
- Project Row Houses (3rd Ward)
- Vietnamese Community
- Old Chinatown
- Museum District
- Parks
 - Bayou Park
 - Woodland Heights
- Utility lines in neighborhoods and pole location
- Policy that coherently guides development within the public realm that provides tools to focus development along the major corridors, and that through transit supports and connects on urban centers
- Support the neighborhoods through focusing the change on the corridors by emphasizing mixed uses and the pedestrian.
- Create urban centers in targeted areas with proper transportation linkages throughout the city.

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: B4

- Driving through Museum District (trees, distinctive architecture, Hermann Park)
- Heights Boulevard
- Preservation of Heights = "Hometown near Downtown"
- Sense of "being forgotten"
- Police not enforcing law and drug deals going down again
- Illegal dumping
- Diversity of experience
- Scott Street = mariachi bands, b-b-q, hawks, seafood + fish from warehouses
- Lunchtime Concerts @ Jones Hall
- North Main = keep affordable housing
- Add community center
- I 45 could be tunnel / parkway = bring communities back together that were split
- Street was patched properly
- Bayou Trail = hiking, dog walking
- Gang graffiti not being cleaned up
- more trees / wider sidewalks
- Freeway noise
- Bayous flood due to debris
- Drugs in Woodland Park
- More investment in basic services to existing neighborhoods instead of so much focus on new development
- Much needed trolleys were got rid off.
- Divergent viewpoints on rail vs. buses
- Connect places that have most people (connect major hubs)
- Stay in existing ROW
- In areas that are changing, encourage retail to stay on major arteries

Report Back: 3 Points

- Place types do not allow for light manufacturing – provide jobs, need to be located close to transit
- Focus new development on existing arteries to preserve surrounding neighborhoods
- Improve standards (signage regulations)
- "Let the market lead"/ respect individual property owners
- Stay within existing ROW

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Table Workgroup - Typed Notes from flip charts

Table No: B5

- Problems
 - Homelessness & Prostitution (San Jacinto & Holman)
 - Flooding (Wheeler between 59 & 288)
 - Sidewalks needed on Leeland East of Dowling
 - Trash
 - Poorly planned development (castel court)
 - Inconsistent maintenance
 - Lack of pedestrian connectivity to downtown from surrounding housing
- Desired Changes
 - New Park
 - Walkable community & preserve history
 - Walkable commercial & residential SE corner of downtown SN 61?
 - Air quality (more consideration and improvement)
 - More retail and grocery stores in downtown and midtown
 - Barrier free design (handicap accessibility)
 - Connect skywalks, bikepaths, tunnels to new downtown park and existing ... pathways
- New mixed use and urban centers are emphasized in yellow hatch marks
 - Preservation of historical structures and wildlife
- Important issues to keep in mind as we grow
 - Connecting parks
 - Good design
 - Preservation of historic places (neighborhoods and green areas)
 - Abandoned railways into bike paths
 - Flooding regulations & drainage (permeable ratios and materials)
 - Landscaping, more trees
 - Art areas-gateways, statues, galleries...
 - Pedestrian friendly areas

Report Back: 3 Points

- Mobility: preservation of assets (neighborhoods, landmarks, wildlife, green space)
- Sustainability needs to be considered in all new projects, infrastructure life cycle (pedestrian friendly design, landscaping, flooding, housing durability, drainage-permeable surfaces)

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: B6

- **Problems:**
 - Under development inside the Loop vs. Outside the Loop,
 - High density and Drainage detention areas require developers to build inside loop.
 - Better sewers option (ordinance requirements) instead of large detention ponds, were suggested for building outside the loop. To attract developers.
 - Also Creative Viaducts, Lake areas and *stronger development design standards (PW-).
 - *Flood Plain Mitigation need strengthened.
 - *Preserve neighborhood character (stop tear-downs).

Corridor Suggestions:

- Identify areas to remain “un touched” treasures, and indicate areas to develop ...Example: locate Brownfield area to re-develop for corridors.

Task 5: Last thoughts

- Various perspectives ...suggesting balance needed, opinions to give to Developers and Planners.
- Alternative rail routes in reference to neighborhoods because of land-use options: vacant properties (East-side along Hwy 59).
- Potential of using existing Downtown area and access to neighborhoods, community schools (Leading to improvements) with proper funds, and consideration of “development” character issues.

Report Back: 3 Points

- Planning ordinance flexible requirements, needed to facilitate changes to governances on developing in retail areas along corridors.
- Allowing developers the ability to build in areas outside of the loop, (leas land use for detention and better sewer system drainage-PW-issues)..while using bayou basin as park areas, for example Whaite Oak Bayou!
- Alternatives to the way the city is viewed, ...areas to connect (with the corridors, retrail, communities and schools), with less emphasis on vehiclular traffic, leading to pedestrian, bike-routes etc.).

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Table Workgroup - Typed Notes from flip charts

Table No: B7

Need a Multi-service center in Northside Village.
27' of ROW will be taken for proposed Rail. This will destroy his business.
Business has been in place 35 years; the business has been there since 1957.
+ Love the trees
+ Deed Restricted
-* Unattractive strips
- Density mix is not working in some areas
- No sidewalks
- Buses
+ Good neighborhood
+ Lots of Condos
- High Crime rate
+ Attractive Area
- Explosive development
- Uncontrolled development
- Matchbox condo
- Lack of planning/driven by \$
Love neighborhood
- Student housing
- Lack of service + transportation.
- Multi-generation
- Lack of zoning
- Lack of respect for historic preservation & character.
- University housing is a real issue due to high gas price.
Development on freeway is affecting neighborhood.
* Aging community, change is inevitable.
* 1 mile is a comfortable distance
* Needs mixed-use +more trees.
* * Easy access to amenities.
Long term residence
- Lack of mixed income.
- Historical sense of permanence +community.
- Influx of high end condo development.
Losing eco mix/green space
Creating a crisis for culture of neighborhood's character.
Centrally located; access to work centers +universities.
Residents are being taxed out of their neighborhood
The best thing is that it is centrally located.
There was an opportunity to move back in the community in the past.
There were homes, yards, kids playing and a sense of neighborhood.
More density will create a concrete sense & a different type community.
We discuss what we want, but what about the developers & their agenda? They are the driving force of what takes place in our communities.
Centrally located
Church & friends in area

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Table Workgroup - Typed Notes from flip charts

Concerned about plans +amenities will be there.
Walkability, sense of neighborhood.
Different ages, community service
Interested in Historical Preservation
Speed limit –safer for walking/biking
Development needs to be done sensitively
Good example of mixed use +density
Great trees
Wish all neighborhoods can be beautiful + more accessible.
*Speeds are slower + the area is more pedestrian friendly.
Wants development to maintain quality of life.
Infrastructure and redevelopment happening.
More restaurant & grocery
stabilized in terms maintaining economic mix + residential nature.
business/economic development corridors + more density.
Elgin OST to become a retail street.
Sees Midtown as an Urban Center not a neighborhood.
A mile is a walkable distance!
Growth + Stability – Growth/change is inevitable.
We need to outline how change happens.
needs the amenities to be more walkable +livable; while maintaining needs of
university students & faculty.
Along Scott Street make it a mixed use & mixed income development.
Neighborhood to be preserved as it relates to UH/TSU with easy access to
amenities using “Rice Village” model.
Need Multi-service Center in Northside Village for service & youth programs.
Use rail development to manage growth while maintaining neighborhood character
More community college.
Access in urban corridors.

(Sunnyside resident)
Goes to Pearland for all community services/social services.
No community services.
Mostly single family homes.

General Wants

- Access to more to parks.
- Trees/Trees/ Trees
- Walkable neighborhoods
- Economic Mix.
- Intergenerational communities
- Good dependable accessible public transportation.
- Pocket parks in high density areas.
- Anti blight & graffiti programs.
- Smaller apt dwellings in “3rd Ward”
- More Urban retail/restaurants and amenities.
- Incentive for property tax programs that will support mixed income.

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Table Workgroup - Typed Notes from flip charts

- More Urban retail/restaurants and amenities.
- Incentive for property tax programs that will support mixed income.
- Need wide & more sidewalks via better development guidelines.
- Growth & Stabilization between OST & Elgin 288 & University.
- Wants to see the areas to be primarily residential
- Improve signage.
- Keep Major Urban Centers same.
- Increase density in current major urban centers.
- Scenic woods

Report Back: 3 Points

- Intergenerational + economically diverse neighborhoods.
- More “Green” city-open space, alternative transportation, pedestrian, environmental, healthy people.
- Preserve historic residential identity of neighborhoods/while providing amenities/enhancement near educational/cultural centers (universities, medical center etc).

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Table Workgroup - Typed Notes from flip charts

Table No: C1

- All pocket parks
- Brays Bayou – Project Brays – Link to Medical Center
- All Parks: McGregor, Mason, Hermann, Memorial
- Historic Downtown Houston

What do you treasure about your community?

- Flowers
- Trees
- Neighborhoods
- Allen Parkway (beautiful drives)
- Ability to ride bikes
- Linkages with linear parks
- Buffalo Bayou – hike bike

Less than Desirable Issues:

- Homeless problem – find solution
- Erotica – XXX advertisement – strict enforcement
- Heat – need tools to mitigate/minimize
- More jobs within neighborhoods
- Eliminate substandard buildings
- Streets need improvements (sidewalks, curves (curbs?), trees, etc.)
- Limited setback requirements
- Citizen voice needed in city development

Areas Want Growth

- Areas with vacant property
- Around transit area nodes
- mixed use
- Density opportunities (upper Neartown Montrose)
- affordable housing!!!

Areas Don't Want Growth

- Survey each neighborhood to find out desires of growth!
- No growth in green areas (parks)
- Deed restricted areas
- Neighborhood Preservation – Eastwood, Wheeler/north of Brays Bayou

Other Issues:

- COH vacant property
- Development of affordable housing (mainly in east/SE BU, UH area)
- What's affordable today may not be affordable tomorrow!
- Commercial property no longer available
- Transect approach – dense on boulevard, less dense behind.
- How to address non-deed restricted neighborhoods → neighborhood preservation
- Benefit to government to have more density vs. lower density.

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Table Workgroup - Typed Notes from flip charts

Task 5: Last thoughts

- Creating nodes (nodular development)
- Build complete/multi-user streets (pedestrian, transit, bikers, landscaping, etc.)
- Increase residential density only near employment centers
- Preserve neighborhoods
- Deal with social issues
- Maintain, restore, create affordable housing
- Increase green space/save trees
- Work/mitigate our climate (it's HOT!)

Report Back: 3 Points

- Increase green space; save trees

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: C2

- Areas of Growth:
Industrial areas along bayou
Downtown surface lots

Task 5: Last thoughts

- Reduce or eliminate setback requirements along transit corridors
- Preserving neighborhoods
- Create Places along transit – not just thoroughfares by making sidewalks accessible and pedestrian friendly and requiring street level retail in urban centers
- Develop guidelines for visual content of City – signage, overhead power lines, etc.
- Require street level retail in identified urban centers

Report Back: 3 Points

1. Create place along transit – not just throughways – by making sidewalks accessible and pedestrian friendly and requiring street level retail in urban centers.
2. Preserve existing neighborhoods and strengthen guidelines for visual content of city such as signage and overhead power lines.

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: C3

- Problems:
 - Development slow to correspond with Transit (Midtown)
 - New development is of a suburban nature (Midtown)
 - Lack of connectivity and landscaping – shade not developed as a park – needs park amenities
 - METRO not consider approached that DO NOT destroy existing businesses and plantings (Midtown)
 - Flooding of underpass at Holcombe and Fanning
 - METRO not user/neighborhood friendly
 - No/few land use regulations
 - No sidewalk requirements
 - METRO not plan for rapid transit, flooding or civil emergencies (e.g. evacuations)
 - No tree preservation
 - Flooding

Task 3: Growth (Mapping areas of change and stability)

- Stability:
 - Preserve quality of life
 - Preserve neighborhoods
 - pedestrian campus
 - Existing Neighborhoods
- Change:
 - Preserve Quality of Life
 - *Problems of flood prevention*
 - *Porous concrete*
 - *Tree cover*
 - *Water collection*
 - *Pier & beam construction*
 - *Problems of Gentrification*
 - *Ethnic/economics cleansing*

Task 5: Last thoughts

- Growth-take into account historical value/ preservation cultural
- Regulation & Policy – shaping types of development – rules for preservation – opportunity for deed restrictions
- Residential/Town homes – proportional parking and green space guidelines and infrastructure
- Representative cross section of neighborhood be consulted before change takes place
- Development must have all elements: parking, green space, sidewalks, access & egress
- Higher development standards through city policy/regulations

August 26, 2006 Community Workshop
Table Workgroup - Typed Notes from flip charts

Table No: C4

- Existing streets in areas experiencing redevelopment
 - Making the above streets major thoroughfares kills the treasure
 - Narrow neighborhood streets are a treasure
- Problems:
 - Curb cuts without authorization
 - Driveway sizes
 - Sidewalk widths, too narrow – lack of “pedestrianism”
 - Lack of affordable housing
 - Grandfather clauses for street parking
 - Loss of green canopy
 - Loss of permeable land
 - Suburban-style development
 - Billboards
 - No requirement to build commercial buildings to street front – i.e. CVS in Midtown etc.
 - Parks – maintain what we have as a minimum and there is room for expansion of parks
 - Historic Neighborhoods with architectural standards
 - Trees part of Main Street
 - Beautiful, tree-lined streets through out
 - Boulevards
- What Should Change
 - 20 acres owned by Metro/Rice & Wheeler Blodgett – a civic opportunity to create public spaces (library, park, etc.)
 - Add workforce housing/blue collar housing in urban center
 - Get rid of billboards
 - Increase residential development in Downtown
 - Improve utilities/ bury power lines
 - Maximize value of ROW –improve sidewalks
 - Modular street paving
 - Stronger Historic Preservation Ordinance
 - Build closer to street – reconsider set-back ordinance i.e. major thoroughfare designation and 25 feet set-back
 - Better protection of old growth trees
 - Freeway expansion below grade
 - Control valet parking in residential areas
 - Transit-oriented districts that include parking facilities
 - Parking garages in transit corridors – near stations (point of origin)
 - Manage street parking (if parking on street is free, no one will use garages). On and off street parking and shared parking alternatives.
 - Limit curb cuts on new development
 - Take advantage of ROW on rail lines and of rail yards for redevelopment
 - Traffic mitigation during redevelopment to keep traffic moving

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Table Workgroup - Typed Notes from flip charts

Transit Oriented District (Purple Bubble)

Opportunities (Orange O)

- Downtown – opportunities for residential development
- Montrose and Richmond
- Astrodome Area (remove parking lots and develop housing/commercial)

Affordable Housing

Task 5: Last thoughts

-
- Historic Preservation
- Do not be hostile to the car – integrate parking into new development and transit
- Preserve and enhance inner city neighborhoods in an affordable manner
- Affordable Housing
- Avoid gentrification
- Consider air quality and public health
- Change ordinance to accommodate urban development
- Enforcement and accountability of ordinances
- Consult engineers in planning and development process
- Consider freeway expansion on air quality and quality of life
- Transit-oriented development doesn't need to depend on rail
- Pedestrian-oriented development
- Bury utilities for safety and aesthetics
- Analysis of tax codes – offer incentives for urban redevelopment
- Need comprehensive plan
- Preserve neighborhood by accommodating new urban development
- Strategic Planning

Summary of top priorities by commonalities

- Historic Preservation
- Infrastructure Improvement
- Affordable Housing
- Change and enforce ordinances
- Comprehensive Plan

Report Back: 3 Points

- Design & Engineering infrastructure – pedestrian, vehicular, transit, parking, freeways, setbacks, aesthetics, air quality, shade and other cover to make streets walkable and safe.
- Preservation of Neighborhoods including affordable housing, historic structures and neighborhoods. Accommodate urban development.
- Comprehensive Planning - Sector planning (with reasonable evaluation intervals) with guidance/regulations on:
 - parking/building ordinance, tax incentives, design standards, major thoroughfares and transportation/transit planning, setbacks and let market respond

August 26, 2006 Community Workshop
End-of-session top three concerns by table workgroup

Total Attendees: 240

Each table accommodated approximately 12 to 15 participants

Summary of key items of importance from each table

Table A1

No widening of streets in single-family neighborhoods
Commuter rail on freeways (like Hwy 290, I-10, I-45)
Fort Bend parkway; don't extend from South Main and Chimney Rock to 610 (final phase)

Table A2

More neighborhood centers
Bike/pedestrian friendly corridors
Mitigate environmental impacts of growth

Table A3

Increase connectivity to Uptown and Memorial Park, include walking and biking
Protect neighborhoods in area as development occurs
Connect smaller outlying centers

Table A4

Create more parks and green spaces to reduce the impact of impervious surfaces, through incentives and regulations
Promote the village concept w/ "Main Streets" and Neighborhood/Retail Place Types
More transit options

Table A5

Community input in decision process then you will spend your time more wisely
Pedestrian amenities; tunnel system as example
Ch 42; community input in amendment process

Table B1

Embrace infill and change
Maintain unique character
Places that want to stay the same face challenges and conflict
Bikes

Table B2

Preserve history, landmarks
Don't concrete over us
Control gentrification
How we develop infrastructure
Use native plants and green space, usable spaces

Table B3

Blighted thoroughfares / strip centers

August 26, 2006 Community Workshop
End-of-session top three concerns by table workgroup

More proactive role for city, incentives
Provide tools to focus on pedestrians / bikes
Mixed use in corridors should support adjacent neighborhoods

Table B4

Place types need to allow light manufacturing
New development on existing arterials
Bike connections
Let the market lead, respect rights of property owners

Table B5

Mobility: preservation of assets (neighborhoods, landmarks, wildlife, green space)
Mobility network must connect to activity nodes and natural corridors / places
Sustainability needs to be considered in all new projects, infrastructure life cycle (pedestrian friendly design, landscaping, flooding, housing durability, drainage-permeable surfaces)

Table B6

Connecting Houston's treasures
P&D should be flexible with ordinances for each area
Less focus on cars, instead focus on other forms of transportation
Places to lock up bikes at transit nodes

Table B7

Insure inter-generational, socio-economic diverse neighborhoods based on a variety of housing options. Diversity, rich and balanced
Respect ancestors and established culture of city, preserve the identity of our historic neighborhoods and increase amenities via mixed land use around educational centers
Make Houston a green city, respect pedestrians/bikes

Table C1

Multi-user streets
Increase mobility
Increase green space; save trees
Minimize transportation costs and energy use through enhanced public transit corridors

Table C2

Create place along transit – not just throughways – by making sidewalks accessible and pedestrian friendly and requiring street level retail in urban centers.
Invest in alternate transit systems – mass transit, complete, interconnected bike trails.
Preserve existing neighborhoods and strengthen guidelines for visual content of city such as signage and overhead power lines.

Table C3

Areas of change v. stability are difficult to determine
People in attendance do not reflect entire community – effected community needs to be a part of the process
Higher development standards through city policy/regulations

August 26, 2006 Community Workshop

End-of-session top three concerns by table workgroup

Table C4

Design & engineering of all infrastructure for transit

Preserve character of existing neighborhoods / affordable housing

Set guidelines that are specific to different communities

Table C5

More public places near destinations; good places for youth (other than bars) give options for activities

Neighborhood-friendly development; strong neighborhood preservation

Transit available for all (#1), key connectivity between lines – better unified system

Do away with cars

Marlene L. Gafrick
Director, City of Houston Planning and Development Department
Speaker's Notes
August 26, 2006 Community Workshop

Good morning and welcome to the first in a series of events where we will be working together to plan for the future of Houston's urban neighborhoods. My name is Marlene Gafrick and I'm the Director of the City of Houston's Planning and Development Department. Thank you for taking time out of your Saturday morning to join us here at the George R. Brown Convention Center.

I'd like to thank three sponsors who have helped the Planning Department make today's event possible; the City of Houston's Convention and Entertainment Facilities Department for the use of the George R. Brown Convention Center, Central Houston and Aramark.

Houston, the city we all call home, continues to undergo dramatic growth and redevelopment. You see it as you drive through your neighborhood and on the way to work - new houses, redeveloped properties, expanding businesses, and more traffic. The result can be a significant change in the fabric of our existing neighborhoods, sometimes for better, sometimes not. This is particularly noticeable in the urban neighborhoods of the inner city and it is projected to continue into the foreseeable future.

The Houston-Galveston Area Council recently completed their Regional Growth Forecast which looks at population and employment projections through 2035 for the purpose of transportation and community planning. Their projections are in line with those done by other entities.

The 8-county region will see a population increase in the next 30 years of more than 3.5 million people with more than 2 million of that concentrated in Harris County. That's the equivalent of adding a second Houston to Harris County in the next 30 years. These 2 million new people will form an additional 835,000 households and they will add more than 1 million new jobs to our economy – a real benefit to us all. Our total population will reach 8,835,000 in the region with 5,840,000 in Harris County alone.

Houston is a young city and we have seen great spurts of growth in our past. We've learned there are three ways we can respond to growth. We can choose to *ignore it* and be driven along on its tide without direction. We can *fight it* and hope that its challenges are mysteriously diverted, a strategy that seldom works. Or, we can *harness the growth* and its opportunities to reshape our city and improve our quality of life. In Houston, we've shown that harnessing growth and change can reap big rewards.

Growing up always has its challenges. And when you're a big, spread-out city like we are, these challenges can be daunting. Our land area now encompasses 640 square miles – a huge area to serve. Let's put that into perspective. You can fit Baltimore, Boston, Cleveland, Denver, Miami, Pittsburgh, San Francisco, St. Louis and Washington, DC inside of our city limits and still have 18 square miles to spare.

A population comparison shows that the city populations of Atlanta, Sacramento, Boston, Orlando and Pittsburgh would all fit within our 2005 population of 2,016,582. When using other communities as examples, we need to keep this in mind.

Even with all of these people we still have plenty of room to fill in as a city. Approximately 25% of the available land within the city limits is undeveloped, and within the 610 loop about 17% is undeveloped. The inner city is already seeing a great deal of infill, leading to increases in property values and the creation higher-density development. This is a great opportunity for key parts of our community to mature.

M. Gafrick, continued . . .

Adding an additional 2 million people to our area is obviously going to put stress on services like police, fire and schools. It's going to challenge our water, sewer and drainage systems, our air quality and more. One of the biggest impacts will be on transportation. But this is also an area where some very interesting benefits can be derived as we look for opportunities to harness the growth.

We can grow in a manner that preserves the positive characteristics of our neighborhoods while improving the quality of life for current and future residents. We are here to discuss how our urban transit corridors can develop to achieve these goals because they are crucial to our future. We're going to ask some critical questions about the change and growth to come. What should it look like? Will it harm or help existing areas? What do we want to preserve and protect? What do we want to change or recreate? Together, let's take a proactive look at our future.

Marlene has painted the picture for us of what the future has in store. So how do we plan for this future? We could try to make a list of what we think should go where, but experience has shown that plans like this seldom see the light of day. Instead we have a different model to pursue – one that has served us well before.

The Houston that we walk and drive through each day – the built environment of our city - is the result of a set of policies, rules and regulations that dictate how we want our city to grow and develop. These rules lay out the width of streets and sidewalks, where curb cuts go for vehicle access, the distance buildings set back from the streets, how many parking spaces a business must have, what landscape elements must be added and much, much more. Each of these seems like a minor issue, but when taken in whole, they create the world we move through.

To most people these rules are invisible. But to the people that build our city, from homebuilders to developers and government agencies, these rules are the DNA of our community. If you remember from way back in Biology 101, or maybe more recently from watching a detective show on TV, DNA is the genetic instructions, or building blocks, for how our body grows. It determines what we will look like and how we will develop over time.

Like DNA, these seemingly unimportant rules and regulations dictate how our city will grow. While we can't change our DNA to get straighter teeth or longer legs, we can alter the DNA of our city to get better results. And that's just what we propose to do: to take a good look at our rules and see how we can improve them so that the Houston to be built in the future works better. Here's an example:

Prior to 1996 the city did not have landscaping requirements for new development. By modifying our rules, or DNA, to require landscaping we were able to create an enormous visual difference across Houston with each new development. It was so well received that Harris County has since adopted the same rule. And we all benefit from the beautification, cooling and increased walk-ability that these trees have added.

How was this accomplished? Not by creating a plan and saying we're going to put a tree here, here, and here. Instead, we changed the DNA of our city and the result was a different environment as the city continued to grow. That is exactly the formula we're going to focus on here today. In a city that's growing rapidly these improvements to our built environment occur with each new development.

It is possible for us to set new standards where urban development is occurring, such as in the six transit corridors. These can help to mitigate negative impacts of development while reshaping our communities in positive ways. Here is the process that we are undertaking, starting with this meeting today.

1. Phase 1 – Kick off workshop “building a great city”
2. Phase 2 – Corridor Community Workshops (2 rounds of workshops)
3. Phase 3 – Workshops at Planning Commission Mixed Use/Transit Development Committee

C. Lewis Continued . . .

Many of you may have participated in past planning activities such as Blueprint Houston or Envision Houston which dealt with our vision for the region and the city as a whole. This process will build on them and complement their work while focusing specifically on the six transit corridors. Likewise, this process will compliment the smaller area plans compiled by neighborhoods, management districts and other organizations.

I'm grateful that you are here this morning to lend your ideas and vision to this critical process.

Steering Committee members

First	Last	Company
The Honorable Carol	Alvarado	City of Houston
Gayatri	Anoo	City of Houston
John R.	Breeding	Uptown Houston
Jamie	Brewster	Houston Intown Chamber of Commerce
The Honorable Peter	Brown	City of Houston
Robert	Carlen	Greenway Plaza - Crescent
The Honorable Anne	Clutterbuck	City of Houston
Maureen	Crocker	City of Houston
David	Crossley	Gulf Coast Institute
Jack	Drake	GGMD/GHP
The Honorable Ada	Edwards	City of Houston
Tony	Essalih	Aide to Congressman John Culberson
Robert M.	Eury	Central Houston
Steve	Flippo	METRO - Real Estate
Marlene	Gafrick	City of Houston
The Honorable Adrian	Garcia	City of Houston
Reeves	Gilmore	Harris County
Gene	Goins	Northside BOND
Sarah	Goldston	CM Pam Holm
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Shirley	Hyatt	City of Houston
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Gary	Treitsch	TXDOT
Paul	Voltz	City of Houston
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